

cate showing successful completion of a NASBLA approved boater education course. For information about Kentucky's Boater Education program, call 1-800-858-1549 or on the internet, log on to fw.ky.gov.

Persons under 12 years of age must wear a personal flotation device (lifejacket) while in the open portion of a boat that is under way.

## BOAT, MOTOR and LAKE USAGE REGULATIONS

(301 KAR 1:012, 1:015)

Maximum horsepower limits and other boat motor and lake usage regulations apply on many small public fishing lakes. (For boat size limits see "Fish and Wildlife Resources-Owned/managed Lakes".)

### Motor Size Restrictions:

Operation of electric or internal combustion motors prohibited: Lake Chumley, Dennie Gooch Lake, Kingdom Come, Martin County Lake.

Operation of internal combustion motors prohibited: Ballard WMA lakes, Bert T. Combs Lake, Briggs Lake, Carpenter and Kingfisher lakes, Carter Caves State Park Lake (a.k.a. Smoky Valley Lake), Lebanon City Lake (a.k.a. Fagan Branch Lake), Lincoln Homestead State Park Lake, McNeely Lake, Marion County Lake, Metcalfe County Lake, Mauzy Lake, Mill Creek Lake, Peabody WMA's Goose, Island and South lakes, Lake Reba, Spurlington Lake, Swan Lake WMA (excluding Swan Lake), Washburn Lake, **Pikeville City Lake**.

150 HP: Boat motors greater than 150 HP shall not be operated on Lake Beshear.

10 HP at slow speeds which cause no disturbance or interference with fishing are permitted on: Beaver Lake, Boltz Lake, Bullock Pen Lake, Corinth Lake, Elmer Davis Lake, Cranks Creek Lake (Herb Smith Lake), Kincaid Lake, Shanty Hollow Lake, Swan Lake.

Motors larger than 10 HP must operate at idle speed at all times on Cranks Creek (Herb Smith) Lake and Martins Fork Lake.

Idle Speed Only: Carnico Lake, Greenbo Lake, Pan Bowl Lake, Wilgreen Lake.

Lake Malone: From the weekend before Memorial Day until the weekend after Labor Day, only 150 horsepower motors or less shall be operated. During the remaining portion of the year, boats with motors of 200 horsepower or less shall be operated.

Note: Legal-size boats exceeding the maximum horsepower restriction for a particular lake may operate their boat with an electric trolling motor only.

### ON ALL KENTUCKY DEPARTMENT OF FISH & WILDLIFE RESOURCES-OWNED/MANAGED LAKES:

- 1) **Boaters must use idle speed (slowest speed possible to maintain maneuverability of a boat) when passing another boat with an occupant actively engaged in fishing.**

- 2) The centerline of boats on the water cannot exceed 18 feet, 6 inches measured on deck, or from bow to stern, except on Cedar Creek Lake, Guist Creek Lake and Lake Malone, where the centerline cannot exceed 22 feet. Float boats are an exception and may have decking or pontoons up to 22 feet in length. On Cedar Creek Lake, Lake Beshear and Lake Malone only, float boats may have decking and pontoons up to 30 feet. There is no size restriction on canoes.
- 3) Houseboats are not permitted.
- 4) Personal watercrafts are prohibited on Cedar Creek Lake.
- 5) Swimming is permitted only in designated areas when a qualified lifeguard is on duty.
- 6) Skin or scuba diving is not permitted.
- 7) Boat motors without underwater exhaust are not permitted.

Water-skiing permitted as designated by signs on Guist Creek Lake and Lake Beshear from 10:00 a.m. to sunset beginning the third Thursday in May (**May 17, 2007**) through September 30. Similarly, water-skiing is permitted on Lake Malone beginning the third Thursday in May (**May 17, 2007**) through October 31. Water-skiing and tubing are prohibited on Cedar Creek Lake.

## WATER-SKIING

While this section is titled water-skiing, it applies to persons being towed on any device such as knee boards, inner tubes, etc. Water-skiing is only allowed between sunrise and sunset. Additionally, it is illegal to manipulate skis, surfboards, etc. while intoxicated or under the influence of any other substance that impairs one's operating ability.

Both the operator and skier should be alert to the areas of a lake or river marked as "no ski". Persons shall not ski within 100 feet of a commercial boat dock, a moorage harbor or a swimming area or within 2,000 feet of a lock or dam.

Skiers who ski too close to other boats, docks and obstructions are showing poor judgement. Many of the complaints officers receive while patrolling the water are those about skiers skiing too close.

Persons being towed on any device must wear a Type I, II or III PFD. Boats (including personal watercraft) towing skiers must have, in addition to the operator of the boat, an observer 12 years of age or older or a wide angle rearview mirror mounted so that the operator can check on the skier but still give full attention to traffic ahead. There must be adequate seating for all riders.

Boats towing kites and similar airborne devices must:

- Have, in addition to the operator, an observer 12 years or older (mirror will not suffice),
- Stay 500 feet from commercial docks and ramps,
- Limit the tow rope to 150 feet or less,
- Have no more than two persons being towed.

## PERSONAL WATERCRAFT

The term “personal watercraft” (PWC) means a vessel which uses an internal combustion engine to power a jet pump for its primary source of propulsion and is designed to be operated by a person sitting, standing or kneeling on the vessel rather than by a person sitting or standing inside the vessel. In addition to being governed by the same laws that apply to all boats, the following laws apply to personal watercraft:

- Personal watercraft can only be operated between sunrise and sunset.
- Personal watercraft without self-circling capability must have a lanyard-type engine kill switch attached to the operator when the craft is underway.
- Operators and passengers must wear a U.S. Coast Guard-approved personal flotation device (PFD.)

Because of their small size and low profile, operators of PWCs should exercise defensive driving. These craft are highly responsive and capable of quick turns. In fact, this is part of the fun of their operation. However, this kind of operation is reckless if done in congested areas of boat traffic.

## SMALL CRAFT PRECAUTIONS

Statistics show that approximately half the boat-related fatalities involve boats that are less than 16' in length. These boats are usually unstable and can tip over, throwing the occupants overboard. Also, these boats can be easily swamped, especially if used on a large body of water where the wind can cause high waves. When using such craft, be aware of the hazards. Wearing a personal flotation device (PFD) is strongly recommended.

## RECKLESS OPERATION

The operator of a watercraft is responsible for damage caused by negligent operation. The following actions are considered reckless operation and are therefore against the law:

- weaving through traffic;
- following watercraft too closely that is towing an individual on waterskis, a surfboard or any water sport device;
- jumping the wake of another craft in a way that endangers human life, physical safety or property;
- cutting between a boat and the individual(s) being towed by the boat;
- crossing the path of another boat when visibility is obstructed;
- steering toward an object or individual in the water and turning sharply at close range.

Persons shall not operate a motorboat or personal watercraft within 50 feet of a commercial vessel and its tow that is in operation on a waterway, except if the operator of the commercial vessel has given consent.

When operating in a busy area, reduce speed and allow plenty of room for avoidance maneuvers. Even in areas that are not marked as idle speed, excessive wake can still be dangerous. Operators of larger craft should be aware of the wake their vessels are throwing.

## IDLE SPEED

Kentucky law defines idle speed as the “slowest speed possible to maintain maneuverability” of a boat. Generally speaking for a properly adjusted boat, this is the speed when a boat is put into gear without advancing the throttle. Wakes can capsize small boats or cause damage to boats moored at marinas and docks. It is extremely important that boat operators be aware of their speed and the resulting wake. Operators are liable for any injuries or damage caused by their boat's wake.

Boaters may see buoys or signs that say “No Wake”. This means that boats must be at idle speed.

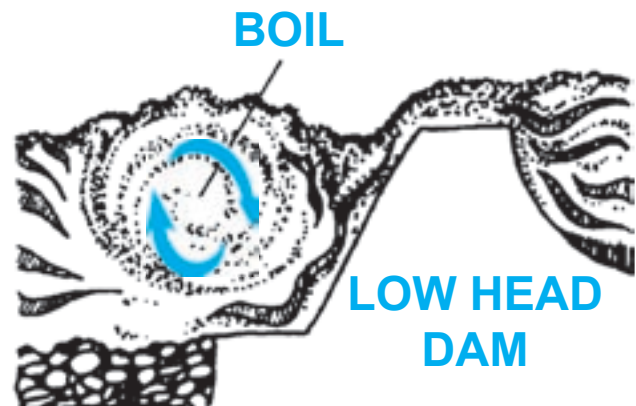
## LOCKS AND DAMS

Boaters in Kentucky may encounter lock and dam systems. Generally, these will be on the Green, Ohio and Kentucky Rivers (for the first four locks upstream to Frankfort, KY), but a few impoundments have a lock and dam. Locks are a relatively simple method of raising or lowering boats from one water level to another. If lockage is desired, boaters should signal the lock operator by using the pull chain on each end of the lock or call on marine channel 13. If the lock is not immediately available, boaters should position their vessels a safe distance from the approach channel to avoid personal injury or damage to their boat from wakes caused by commercial tows entering or leaving the locks. Never moor a vessel in the lock approach channels.

Dams associated with the locks can be very dangerous. Boaters should be alert for these structures. Dams are either conventional or “low head” type. Conventional dams are easily recognizable with their spillways and power installations.

### Low Head Dams are Dangerous

Low head dams are usually marked with “keep out” buoys or “danger” signs above and below. Low head dams pose an even greater danger due to the fact that they are not as recognizable, especially when water is flowing over them. It is this flow of water over the dam that creates a “boil” on the lower side. Boaters risk almost certain death if caught in this turbulence.



## RESTRICTED ZONES

(KAR 6:030)

Kentucky law prohibits boats from operating within restricted areas as posted above or below navigation, power generating or flood control dams.

No fish is worth risking your life. Be aware of trespassing and danger zones. Wear a PFD when entering any area above or below a dam.

## BUOYS

Buoys are the most common types of navigational aid, and they serve the same purpose as traffic signs on the highway. Failure to obey buoys can result in enforcement action, or worse, a loss of property or lives. When boating in unfamiliar waters, slow down and look for any regulatory or channel-marking buoys. Remember that it is possible for these buoys to drift out of position. Kentucky law prohibits from tying up to any buoy except designated mooring buoys.

## OPERATING UNDER THE INFLUENCE

(KRS 235.240)

It is against the law to operate a boat or vessel including personal watercraft, manipulate water skis, surfboard or other similar device while intoxicated or under the influence of any other substance that impairs one's driving ability. Any person who operates a vessel on Kentucky waters is considered to have given consent to a test or tests to determine his alcohol concentration or the presence of other drugs. The tests shall be administered at the direction of a law enforcement officer who has probable cause to believe that the operator is intoxicated. An operator refusing the test shall be in violation of the law and subject to the same penalties.

Anyone who operates a boat, PWC, skis, surfboard or similar device while intoxicated with a blood alcohol level of 0.08 or higher or while under the influence of any substance that impairs the operator's driving ability may be subject to fines and possible jail time if convicted.

## BLOOD ALCOHOL CONTENT CHART

Body Weight in Pounds	Number of Drinks in a Two Hour Period 12 oz. beer=5 oz.wine=1 oz. 80 proof liquor								
100	1	2	3	4	5	6	7	8	9
120	1	2	3	4	5	6	7	8	9
140	1	2	3	4	5	6	7	8	9
160	1	2	3	4	5	6	7	8	9
180	1	2	3	4	5	6	7	8	9
200	1	2	3	4	5	6	7	8	9
220	1	2	3	4	5	6	7	8	9
240	1	2	3	4	5	6	7	8	9
BAC to .05%	<b>Be Careful-</b> Loss of judgment and coordination								
BAC .05% to .07%	<b>Abilities Impaired-</b> Chance of accident increased								
BAC .08% and over	<b>Do Not Operate a Boat-</b> High risk of accident, subject to arrest.								

## Drinking in Public and Public Intoxication (KRS 222.202)

Kentucky law specifically prohibits the drinking of alcoholic beverages in public places (this excludes establishments licensed to sell such beverages) and the waterways of this state are considered public places.

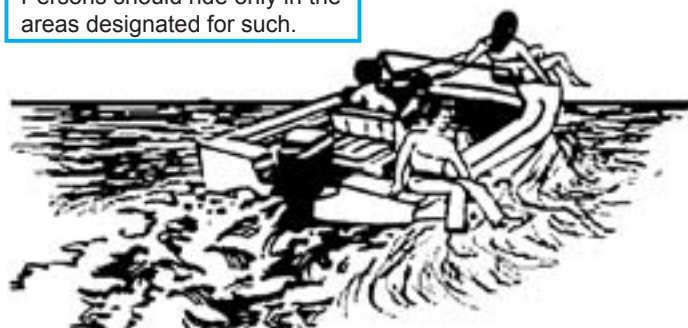
Further, in a public place, persons who are manifestly under the influence of alcoholic beverages to the extent that they may unreasonably annoy or endanger themselves or others shall be subject to arrest.

## Prohibited Riding

Approximately half of boat related fatalities result from falls overboard. When operating a motorboat above idle speed the operator or passengers shall not ride on an enclosed bow, outside protective railing of a pontoon or houseboat, on a seat which extends six inches above the plane of the gunwales, nor shall they ride on the sides, back, engine cover, back of seat, or any other obviously dangerous position which could lead to falling overboard.

### Riding on Decks or Gunwales

Persons should ride only in the areas designated for such.



## RULES OF THE ROAD

On the water there are no painted lines to mark where boats must go. In order to provide an orderly flow of traffic, there are "rules of the road" that boaters should learn and practice.

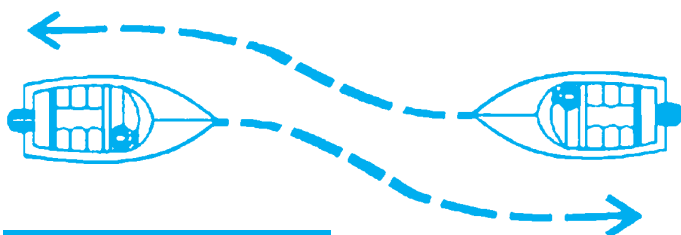
Boaters on the water encounter three situations: meeting, crossing and overtaking. The following diagrams should give a clear explanation of who has the right of way (stand-on vessel) and who must give way (give-way vessel). However, in an emergency, all vessels must give way to avoid a collision. At night, a boat's navigation lights give an indication of right of way (see section titled "Navigation Lights" in this guide).

The above rules cover most traffic situations, but a few other situations exist. Sailboats under sail have the right of way except when they are the overtaking vessel. Rowboats and paddle powered boats have the right of way over motorboats. All recreational craft should yield the right of way to large commercial craft (towboats, barges). Such vessels have large blind spots and will be unable to see smaller crafts in front of them.

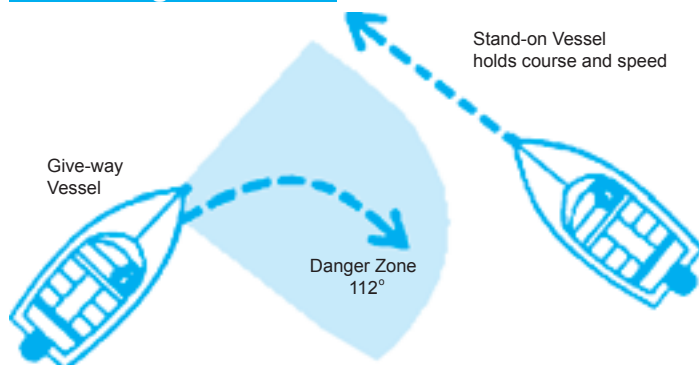
On small or narrow bodies of water, all traffic should stay to the right of mid-channel and not "cut corners".



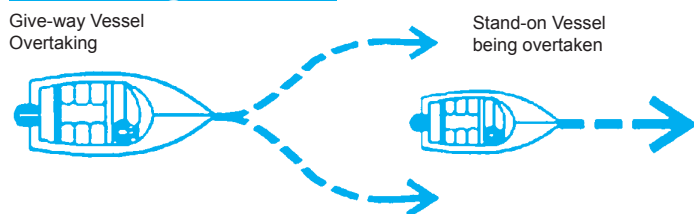
## Meeting Situation



## Crossing Situation



## Overtaking Situation



## REQUIRED EQUIPMENT

(301 KAR 6:020)

For each person onboard a vessel, federal as well as state law requires a Type I, II, or III personal flotation device (PFD) on all boats. Boats 16 feet and over, except canoes and kayaks, must also carry one Type IV throwable PFD. Operators and passengers of personal watercraft must wear a PFD. Persons under 12 years of age must wear a personal flotation device, or life jacket, while in the open part of a boat while it is under way.

### Personal Flotation Devices

The Kentucky Department of Fish and Wildlife Resources strongly recommends that PFDs be worn while boating, especially by children and nonswimmers. In order for PFDs to be legal, the following requirements must be met:

- Coast Guard approved: A label with an approval number will be on the PFD.
- Serviceability: All straps, buckles, zippers, stitching, must be intact and the fabric should not be rotted. Some PFDs contain airtight bags filled with a fibrous material. Squeeze the bags. If air escapes destroy the PFD and replace it with a new one.
- Size: PFDs must fit the people they are intended for. Read the label to determine size and weight restrictions.

-- Accessibility: PFDs must be readily available for immediate use by all occupants of a vessel. It is advisable for each person to try on their PFD before departing so that they are familiar with the fastening devices and to assure it is adjusted to the person. PFDs shouldn't be stored in the plastic bags they were sold in. This limits access and can promote rotting of the device.

### TYPE 1 and TYPE 2:

These devices are designed, when worn properly, to turn a person who is unconscious and face down in the water to a vertical or slightly backward face up position.

TYPE 1



TYPE 2



TYPE 3

These are special purpose devices that include ski vests, fishing vests and float coats. They are not designed to turn a person face out of the water, but they do have the same buoyancy as the type I and II PFDs and are more comfortable to wear.



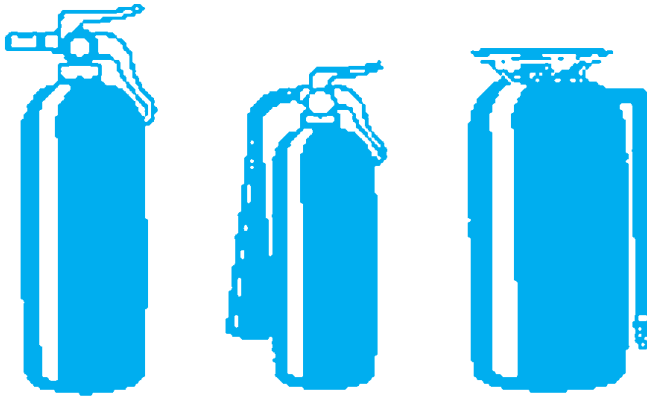
TYPE 4

These PFDs are designed to be thrown to persons in the water who can hold on to them until help arrives. They are not designed to be worn, and could cause drowning if worn on the back.



## Fire Extinguishers

Kentucky law requires that all boats equipped with a petroleum product (gasoline, kerosene, propane, etc.) consuming device (engines, lanterns, stoves, etc.) shall have a hand portable fire extinguisher in serviceable condition and located for immediate use. The best fire protection is well maintained equipment and proper safety habits.



Dry Chemical

CO2

Foam

### MARINE FIRE EXTINGUISHER CLASSIFICATION

MARINE FIRE EXTINGUISHER CLASSIFICATION				
Coast Guard Classes	UL Listing	Foam (gals.)	CO2 (lbs.)	Dry Chem. (lbs.)
B-I	5B	1.25	4	2
B-II	(6B*)	2.5	15	10
-	10B	none	10	2.5
-	20B	2.5	50	4.5-6

\* UL rating 6B is no longer issued.

### MINIMUM NUMBER OF B-1 FIRE EXTINGUISHERS

Vessel/Size	Class A	Class 1	Class 2	Class 3
No Fixed Fire extinguisher system	1	1	2	3
Fixed Fire extinguisher system Installed	0	0	1	2

There are fuels other than gasoline that cause fires. Many houseboats use bottled gas (propane) for stoves and other appliances. Also, many fishermen will use a lantern while fishing at night; if tipped over it can cause a fire.

## Backfire Flame Arresters

Internal combustion engines may backfire. To safeguard against fire, all motorboats with enclosed engines and engines originally equipped with a flame arrester, (except outboards and diesels) must have an approved carburetor backfire flame arrester system on each carburetor.

## Ventilation

Most fires on a boat are due to ignition of fuel vapors. Gasoline is heavier than air. It can collect in the bilge or engine compartment and any spark can ignite it. Therefore, Kentucky law requires boats to have adequate ventilation of areas where flammable vapors can accumulate.

Most boats are equipped with adequate ventilation systems when they come from the factory. Usually, this is a combination of active and passive systems. Active systems use electrical blowers to exhaust flammable vapors from the bilge and other areas. Passive systems are ducts and cowls that ventilate areas when the boat is moving. Almost all inboards will have an electrical blower installed in the engine compartment. Operators should run the blower for several minutes before starting the engine. If the blower is inoperable it should be repaired or replaced immediately. Many boat fires take place after refueling, so care should be taken to avoid spilling fuel in the vessel.

## Navigation Lights

All vessels when underway between sunset and sunrise must display proper navigation lights. Navigation lights on boats are restricted to the colors of red, green and white.

- Class A and Class 1 motorboats shall display lights as represented in figure 1.
- Class 2 and Class 3 motorboats shall display lights as represented in figure 2.
- Sailboats of class A and Class 1 shall display lights as represented in figure 3.
- Sailboats of Class 2 and Class 3 shall display lights as represented in figure 4.

From sunset to sunrise in an area where other boats navigate, all vessels shall display a steady white light visible 360 degrees at all times. Manually propelled vessels shall carry a white light to display in sufficient time to avoid a collision.

The purpose of the red and green navigation lights at night is to show if your boat is in a meeting, crossing or overtaking situation. The red and green lights must be displayed from sunset to sunrise whenever a boat is underway. They will give some indication of the size and speed of vessels. The red and green bow lights are especially helpful in determining right of way in crossing situations. In the diagram below, boat B sees the green bow light of boat A, and has the right of way to continue on course. Boat A sees the red bow light of boat B and must stop or pass astern of boat B.

## LEAVE A NOTE

**When planning a boating trip, leave a note, or float plan, with someone to let them know where you are. Include your departure and expected return times, the waters where you will be boating, a description and/or license number of the vessel and where you can be reached in case of emergency**

### Signaling Devices

Kentucky law states that all boats 16 feet in length or longer must have a hand-, mouth- or power-operated signaling device capable of producing a blast for two seconds or more and audible for one-half mile for class 1 vessels, one mile for class two vessels and one and one-half miles for class three vessels. This does not exempt vessels from any other signaling device as may be required by federal law when operating on navigable waters of this state.

### Maneuvering and Warning Signals

ONE LONG BLAST: Warning signal (coming out of slip)

ONE SHORT BLAST: Pass on my port side (left)

TWO SHORT BLASTS: Pass on my starboard (right)

THREE SHORT BLASTS: Engines in reverse

FIVE OR MORE BLASTS: Danger signal

### Muffling Devices

Kentucky law requires all boats to be equipped with effective exhaust muffling devices. Usually, boats and motors that come direct from the manufacturer are adequately muffled. However, there may be instances of high performance boats that have been modified by the owners that are not in compliance with the law. Additionally, there may be federal and/or local regulations restricting boats with an over-the-transom exhaust system.

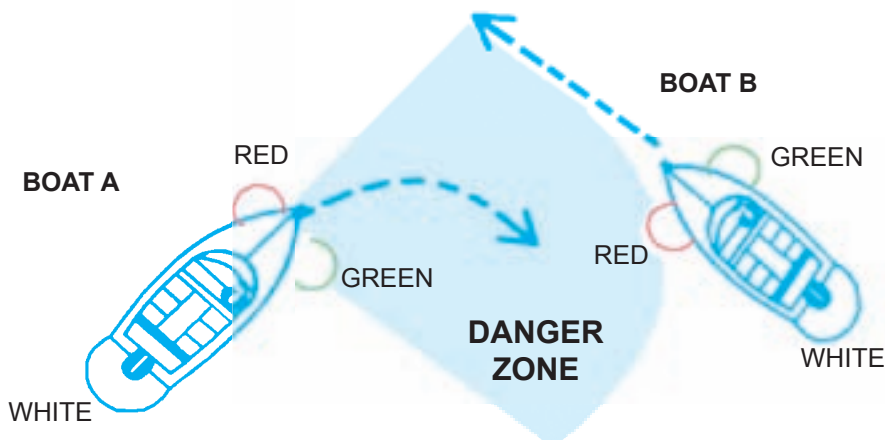
### Marine Sanitation Devices (KRS 235:420)

Motorboats with marine toilets are not allowed on public waters unless the toilet is equipped with a Type I, II or III marine sanitation device (MSD.) Type I and II MSDs chemically treat sewage. Type III MSDs are holding tanks for raw sewage.

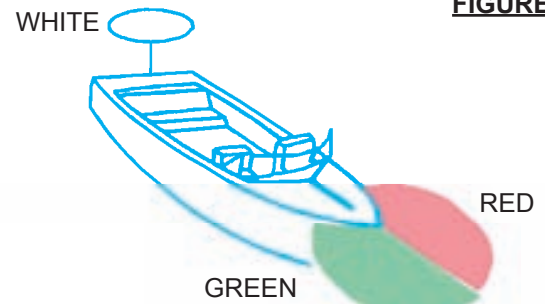
Raw sewage shall not be discharged in any public waters. Treated sewage may be discharged from a marine toilet into legal "discharge" waters. Those waters are Barkley and Kentucky lakes, Lake Cumberland, Dale Hollow Lake and any of the major river systems. Type I and II MSDs must be sealed or locked while the vessel is on "no discharge" waters.

### Crossing Situation

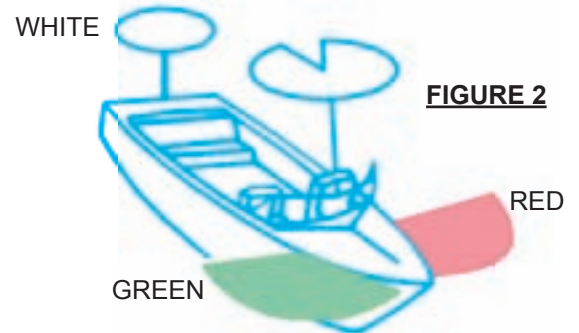
Maintain Course and Speed.



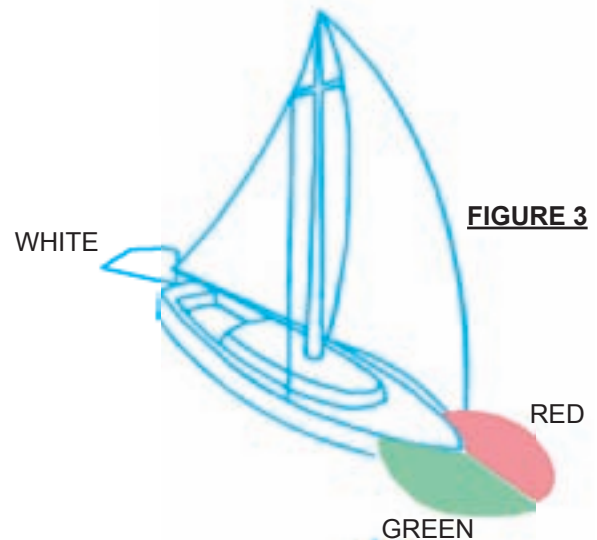
**FIGURE 1**



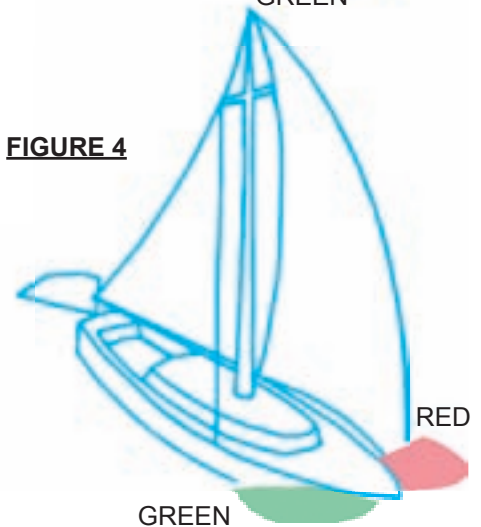
**FIGURE 2**



**FIGURE 3**



**FIGURE 4**



## ACCIDENTS

(301 KAR 6:030, KRS 235.250)

### Reporting Requirements

If any of the following conditions occur as the result of a boating accident, collision, etc., a Boating Accident Report must be made:

- death or disappearance of a person;
- injury to a person which requires medical attention or incapacitates that person for 24 hours or more;
- loss or damage to property (including the vessel) in an amount of \$500 or more.

The operator of a vessel is required to complete the report. If the operator is not capable of filing the report and is not the owner of the vessel, then the owner shall be required to fill out a boating accident report.

Note 1: Even if a Law Enforcement Officer fills out a boating accident report, this does not exempt the operator from filing a report.

Note 2: The reports filed by operators of vessels are confidential and are not available as public record (KRS 235.250). However, reports made by officers are available for review. Accidents involving death or serious injury must be submitted to the Division of Law Enforcement within 48 hours. All others must be submitted within five days.

A boating accident report form is included in this guide. Additional forms are available from wildlife and boating law enforcement officers or by writing to Kentucky Department of Fish and Wildlife Resources, Division of Law Enforcement, #1 Sportsman's Lane, Frankfort, KY 40601, or by calling 1-800-858-1549.

### Rendering Aid

An operator of a vessel involved in a boating accident shall render aid to other persons and vessels as long as it doesn't endanger his crew, passengers or vessel. Also, the operator of any vessel involved in an accident shall give his name, address, and identification of his vessel, in writing, to any person that is injured or to the owner of any property that is damaged.

### First Aid

This section includes suggestions that may save a life. First, boats should be equipped with a first aid kit. This kit should be able to provide treatment for burns, insect bites, cuts and abrasions.

Second, boaters should take a first aid course so they know how to treat victims with sprains, broken bones and shock.

Third, boaters should know how to perform Cardiopulmonary Resuscitation (CPR) in case they encounter victims of near drowning, heart attack or trauma from boating accidents. In many cases, emergency medical help is further away on the water than on land. Interested persons should contact their local chapter of the American Red Cross for information on first aid and CPR training.

## Hypothermia

Four elements cause hypothermia -- cold, moisture, wind and exhaustion. Symptoms of hypothermia are uncontrollable shivering, slurred speech, stumbling, blue skin, decreased heart and breathing rate, weak pulse and unconsciousness. All hypothermia symptoms demand immediate attention. As soon as possible, a victim of hypothermia should be brought out of the weather. Wet clothing should be replaced with dry clothing. If the victim shows mild symptoms, get them near a fire or other heat source or put them in a warm sleeping bag. For victims with advanced symptoms of hypothermia, seek immediate medical attention. Never give alcohol to the victim.

The best cure for hypothermia is prevention. Monitor weather reports when you plan to be in the outdoors. Dress in layers and always have foul-weather gear handy.

## OTHER SITUATIONS

### Skin and SCUBA Diving (301 KAR 1:040, 6:030)

Skin or SCUBA diving is prohibited in all lakes owned by the Kentucky Department of Fish and Wildlife Resources, except during emergencies and during salvage operations when the diver has written permission from the regional director or local wildlife and boating law enforcement officer assigned to the specific body of water in which the diving is to take place.

Persons diving or submerging with the aid of a mechanical breathing apparatus in an area where boats might be are required by law to display the diver's flag.

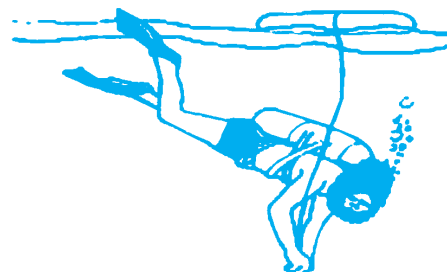
This flag should be put on a buoy, boat or other floating platform so boaters will readily see it. Approaching boats must stay outside of a 100-foot radius of the flag. Divers must surface within a 50-foot radius unless there is an emergency.

Divers shall not dive in established traffic lanes nor interfere with anyone fishing unless emergency operations are in progress.

**Alpha FLAG** - Blue with silver stripe, displayed on vessel with restricted mobility because of diving operation.



**Diver's FLAG** - Red flag at least 12" x 12" with diagonal stripe at least three inches wide, displayed where diver is submerged.





### **Swimming**

Swimming in any lake controlled and/or owned by the KD-FWR is prohibited except in areas specifically set aside for swimming at which a qualified lifeguard is on duty. Kentucky law specifically prohibits swimming at any boat launching ramp. Swim in marked and supervised areas. If you are a nonswimmer or a poor swimmer, wear a PFD. Remember, PFDs are not just for boaters.

Refrain from drinking alcoholic beverages when swimming. Alcohol greatly reduces a person's reflexes and strength when in the water. For persons who have had alcoholic beverages a PFD is the difference between life and death.

Persons who wish to swim a long distance should swim parallel to the shore instead of across a river or lake. Boaters don't normally expect to see swimmers in the middle of a lake or river and may run over them.

### **Inflatables**

Air mattresses, inner tubes and other similar devices are generally used as recreational items by persons swimming or sunbathing. Use of these items should be restricted to designated or generally recognized swimming areas and not be used in areas of boat traffic. Nonswimmers or poor swimmers should not depend on these devices to save their life. These items can be punctured and lose their buoyancy

**- wear a PFD!**

### **Fatigue**

Boaters should be aware of the factors that induce fatigue while on the water. The wind, sun, engine noise and constant motion of the boat can greatly reduce a person's reaction time.

### **Littering**

(KRS 433.757)

The operator of any motorboat or vessel is responsible for any litter thrown into the water. Litter is not only unsightly, but can be dangerous to humans and animals. For example, fishing line discarded into the water can be hazardous to wildlife and to a boat's lower unit. Animals can be ensnared in the line and die. Fishing line caught on a prop shaft can cause seal leaks and lower unit failure. Trot lines and limb lines can snare animals and other anglers in boats.



# UNIFORM STATE WATERWAY MARKING SYSTEM



## **BOATS KEEP OUT!**

Nature of danger may be placed outside crossed diamond, e.g., waterfalls, swim areas, or rapids.



## **DANGER!**

Nature of danger may be indicated inside the diamond shape, e.g., rocks, reefs, dams, construction, or snags.



## **CAUTION!**

Controlled Area as indicated in circle, e.g. speed limit, no fishing, no anchoring, ski only, slow-no wake, no ski, or no prop boats.



## **INFORMATION**

Tells directions, distances, places such as food, repairs, supplies, and other non-regulatory messages.



## **OBSTRUCTION MARKER**

Do not pass between shore and buoy.



## **MOORING BUOY**

White with reflective blue band. May have white light or reflector.



## **CHANNEL MARKER**

Keep buoy on right facing upstream.



## **CHANNEL MARKER**

Keep buoy on left facing upstream. Marker may be green or black.

## **DIVERS DOWN FLAGS**

Boater's exercise caution



Divers Flag

The divers flag is a red flag at least 12" x 12" with a diagonal stripe at least 3" wide. Vessels not involved in the diving operation must stay at least 100 ft. from a diver's flag.



Alpha Flag

The alpha flag is blue with a silver stripe.

Department of Fish & Wildlife Resources Division of Law Enforcement #1 Game Farm Road Frankfort, Kentucky 40601		<b>KENTUCKY BOATING ACCIDENT REPORT</b>		Name and address of person making report Name _____ Address _____	
The operator of every vessel is required by Kentucky statutes to file with the Division of Law Enforcement a written report whenever an accident results in loss of life or disappearance from a vessel; an injury which requires medical treatment beyond first aid; or property damage in excess of \$100 or complete loss of the vessel. Reports in death and injury cases must be submitted within 48 hours. Reports in other cases must be submitted within 5 days. MAIL REPORT TO: Department of Fish & Wildlife, Division of Law Enforcement, #1 Game Farm Road, Frankfort, KY 40601					
<b>COMPLETE ALL BLOCKS (indicate those not applicable by "NA")</b>					
NAME AND ADDRESS OF OPERATOR		AGE OF OPERATOR DATE OF BIRTH		OPERATOR'S EXPERIENCE This type of boat      Other Boat Operating Exp. <input type="checkbox"/> Under 20 Hours <input type="checkbox"/> Under 20 Hours <input type="checkbox"/> 20 to 100 Hours <input type="checkbox"/> 20 to 100 Hours <input type="checkbox"/> 100 to 500 Hours <input type="checkbox"/> 100 to 500 Hours <input type="checkbox"/> Over 500 Hours <input type="checkbox"/> Over 500 Hours	
OPERATOR TELEPHONE NUMBER		OWNER TELEPHONE NUMBER			
NAME AND ADDRESS OF OWNER		RENTED BOAT? <input type="checkbox"/> YES <input type="checkbox"/> NO		NUMBER OF PERSONS ON BOARD	
				FORMAL INSTRUCTION IN BOATING SAFETY? <input type="checkbox"/> None <input type="checkbox"/> State <input type="checkbox"/> U.S. Power Squadrons <input type="checkbox"/> USCG Auxiliary <input type="checkbox"/> American Red Cross <input type="checkbox"/> Other (Specify) _____	
<b>VESSEL NO. 1 (this vessel)</b>					
BOAT REGISTR. NO.	BOAT NAME	BOAT MAKE	BOAT MODEL	MFR. HULL IDENTIFICATION NO.	
TYPE OF BOAT <input type="checkbox"/> Open Motorboat <input type="checkbox"/> Cabin Motorboat <input type="checkbox"/> Auxiliary Sail <input type="checkbox"/> Sail (only) <input type="checkbox"/> Rowboat <input type="checkbox"/> Canoe <input type="checkbox"/> Other (Specify) _____	HULL MATERIAL <input type="checkbox"/> Wood <input type="checkbox"/> Aluminum <input type="checkbox"/> Steel <input type="checkbox"/> Fiberglass <input type="checkbox"/> Rubber/vinyl <input type="checkbox"/> Other (Specify) _____	ENGINE <input type="checkbox"/> Outboard <input type="checkbox"/> Inboard gasoline <input type="checkbox"/> Inboard diesel <input type="checkbox"/> Inboard-outdrive <input type="checkbox"/> Jet <input type="checkbox"/> Other (Specify) _____	PROPULSION <input type="checkbox"/> No. of engines _____ horsepower (total) _____ Type of fuel _____	CONSTRUCTION Length _____ Year built (boat) _____ Has boat had a Safety Examination <input type="checkbox"/> YES <input type="checkbox"/> NO For current year? <input type="checkbox"/> YES <input type="checkbox"/> NO YEAR _____ Indicate whether <input type="checkbox"/> USCG Auxiliary courtesy Marine Exam. <input type="checkbox"/> State/local examination <input type="checkbox"/> Other	
<b>ACCIDENT DATA</b>					
DATE OF ACCIDENT	TIME am pm	NAME OF BODY OF WATER		LOCATION (Give location precisely) Lat: _____ Long: _____	
STATE	NEAREST CITY/TOWN			COUNTY	
WEATHER <input type="checkbox"/> Clear <input type="checkbox"/> Rain <input type="checkbox"/> Cloudy <input type="checkbox"/> Snow <input type="checkbox"/> Fog <input type="checkbox"/> Hazy	WATER CONDITIONS <input type="checkbox"/> Calm (waves less than 6") <input type="checkbox"/> Choppy (waves 6" to 2') <input type="checkbox"/> Rough (waves 2' to 6") <input type="checkbox"/> Very Rough (greater than 6") <input type="checkbox"/> Strong Current		TEMPERATURE (Estimate) Air _____ °F Water _____ °F	WIND <input type="checkbox"/> None <input type="checkbox"/> Light (0-6 mph) <input type="checkbox"/> Moderate (7-14 mph) <input type="checkbox"/> Strong (15-25 mph) <input type="checkbox"/> Storm (Over 25 mph)	VISIBILITY Day      Night <input type="checkbox"/> Good <input type="checkbox"/> <input type="checkbox"/> Fair <input type="checkbox"/> <input type="checkbox"/> Poor <input type="checkbox"/>
OPERATION AT THE TIME OF ACCIDENT (Check all applicable) <input type="checkbox"/> Commercial Activity <input type="checkbox"/> Cruising <input type="checkbox"/> Maneuvering <input type="checkbox"/> Approaching Dock <input type="checkbox"/> Leaving Dock <input type="checkbox"/> Water Skiing <input type="checkbox"/> Racing <input type="checkbox"/> Towing <input type="checkbox"/> Other (Specify) _____		TYPE OF ACCIDENT <input type="checkbox"/> Drifting <input type="checkbox"/> At Anchor <input type="checkbox"/> Tied to Dock <input type="checkbox"/> Fueling <input type="checkbox"/> Fishing <input type="checkbox"/> Hunting <input type="checkbox"/> Skin Diving/ Swimming <input type="checkbox"/> Being Towed <input type="checkbox"/> Grounding <input type="checkbox"/> Capsizing <input type="checkbox"/> Flooding <input type="checkbox"/> Sinking <input type="checkbox"/> Fire or Explosion (Fuel) <input type="checkbox"/> Fire or Explosion (Other than Fuel) <input type="checkbox"/> Fallen Skier <input type="checkbox"/> Collision with Vessel <input type="checkbox"/> Collision with Fixed Object <input type="checkbox"/> Collision with Floating Object <input type="checkbox"/> Falls Overboard <input type="checkbox"/> Falls in Boat <input type="checkbox"/> Hit By Boat or Propeller <input type="checkbox"/> Other (Specify) _____		WHAT IN YOUR OPINION CONTRIBUTED TO THE ACCIDENT? (Check all applicable) <input type="checkbox"/> Weather <input type="checkbox"/> Excessive Speed <input type="checkbox"/> No Proper Lockout <input type="checkbox"/> Restricted Vision <input type="checkbox"/> Overloading <input type="checkbox"/> Improper Loading <input type="checkbox"/> Hazardous Waters <input type="checkbox"/> Other (Specify) _____ <input type="checkbox"/> Alcohol use <input type="checkbox"/> Drug use <input type="checkbox"/> Fault of Hull <input type="checkbox"/> Fault of Machinery <input type="checkbox"/> Fault of Equipment <input type="checkbox"/> Operator inexperience <input type="checkbox"/> Operator inattention	
<b>PERSONAL FLOTATION DEVICES (PFD'S)</b>					
Was the boat adequately equipped with COAST GUARD APPROVED FLOTATION DEVICES? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they accessible? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they serviceable? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they used by survivors? <input type="checkbox"/> Yes <input type="checkbox"/> No What Type? <input type="checkbox"/> I <input type="checkbox"/> II <input type="checkbox"/> III <input type="checkbox"/> IV <input type="checkbox"/> V (specify) _____		Was the vessel carrying NON approved flotation devices? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they accessible? <input type="checkbox"/> Yes <input type="checkbox"/> No Were they used? <input type="checkbox"/> Yes <input type="checkbox"/> No If yes, indicate kind _____		<b>PROPERTY DAMAGE</b> Estimated amount This Boat \$ _____ Other Boat \$ _____ <b>DESCRIBE PROPERTY DAMAGE</b> _____ <b>NAME AND ADDRESS OF OWNER OF DAMAGED PROPERTY</b> _____	
Were PFD's properly Used? <input type="checkbox"/> Yes <input type="checkbox"/> No Adjusted? <input type="checkbox"/> Yes <input type="checkbox"/> No Sized? <input type="checkbox"/> Yes <input type="checkbox"/> No		FIRE EXTINGUISHERS Were they used? (If yes, list Type(s) and number used.) <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> NA Types: _____			
Include any comments on PFD's under ACCIDENT DESCRIPTION on other side of form					

If more than 3 fatalities and/or injuries, attach additional form(s).

#### DECEASED

NAME	ADDRESS	DATE OF BIRTH	WAS VICTIM? <input type="checkbox"/> Swimmer <input type="checkbox"/> Non Swimmer	DEATH CAUSED BY <input type="checkbox"/> Drowning <input type="checkbox"/> Other <input type="checkbox"/> DISAPPEARANCE	WAS PFD WORN? <input type="checkbox"/> Yes <input type="checkbox"/> No What Type?
NAME	ADDRESS	DATE OF BIRTH	WAS VICTIM? <input type="checkbox"/> Swimmer <input type="checkbox"/> Non Swimmer	DEATH CAUSED BY <input type="checkbox"/> Drowning <input type="checkbox"/> Other <input type="checkbox"/> DISAPPEARANCE	WAS PFD WORN? <input type="checkbox"/> Yes <input type="checkbox"/> No What Type?
NAME	ADDRESS	DATE OF BIRTH	WAS VICTIM? <input type="checkbox"/> Swimmer <input type="checkbox"/> Non Swimmer	DEATH CAUSED BY <input type="checkbox"/> Drowning <input type="checkbox"/> Other <input type="checkbox"/> DISAPPEARANCE	WAS PFD WORN? <input type="checkbox"/> Yes <input type="checkbox"/> No What Type?

#### INJURED

NAME	ADDRESS	DATE OF BIRTH	NATURE OF INJURY	MEDICAL TREATMENT <input type="checkbox"/> Yes <input type="checkbox"/> No
NAME	ADDRESS	DATE OF BIRTH	NATURE OF INJURY	MEDICAL TREATMENT <input type="checkbox"/> Yes <input type="checkbox"/> No
NAME	ADDRESS	DATE OF BIRTH	NATURE OF INJURY	MEDICAL TREATMENT <input type="checkbox"/> Yes <input type="checkbox"/> No

#### ACCIDENT DESCRIPTION

DESCRIBE WHAT HAPPENED (Sequence of events. Include Failure of Equipment. If diagram is needed attach separately. Continue on additional sheets if necessary. Include any information regarding the involvement of alcohol and/or drugs in causing or contributing to the accident. Include any descriptive information about the use of PFD's.)

#### VESSEL NO. 2 (if more than 2 vessels attach additional form(s).

Name of Operator	Address	Boat Number
Telephone Number		Boat Name
Name of Owner	Address	

#### WITNESSES

Name	Address	Telephone Number
Name	Address	Telephone Number
Name	Address	Telephone Number

#### PERSON COMPLETING REPORT

SIGNATURE	Address	Telephone Number
QUALIFICATION (Check One) <input type="checkbox"/> Operator <input type="checkbox"/> Owner <input type="checkbox"/> Investigator <input type="checkbox"/> Other		Date Submitted

(do not use)—FOR REPORTING AUTHORITY REVIEW—(use agency date stamp)

Causes based on (check one) <input type="checkbox"/> This report <input type="checkbox"/> Investigation and this report <input type="checkbox"/> Investigation <input type="checkbox"/> Could not be determined	Name of Reviewing Office	Date Received
Primary Cause of Accident	Secondary Cause of Accident	Reviewed by